

**CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, APRIL 8, 2008**

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, April 8, 2008, commencing at 7:01 a.m.

A. ROLL CALL

Present: Council Members – Hitchcock, Johnson, Katzakian, and Mayor Mounce

Absent: Council Members – Hansen

Also Present: City Manager King, City Attorney Schwabauer, and City Clerk Johl

B. TOPIC(S)

B-1 "Lodi Avenue Improvement Project Design Guidelines Review"

City Manager King briefly introduced the subject matter of the Lodi Avenue Improvement Project Design Guidelines Review.

Traffic Engineer Paula Fernandez provided a brief overview of the E-Map program and the timeline associated with the same. She specifically discussed the contract with MIG, the walking tour with the Steering Committee, workshops and comment card, funding from Proposition 1B, and proposed time line for bids, specifications, and construction.

In response to Mayor Mounce, Ms. Fernandez stated some of the team members on the E-Map and Steering Committee are the same with the addition of a business owner. She stated the partners are also listed in the presentation.

Lou Hexter with MIG provided a PowerPoint presentation regarding the Eastside Lodi Avenue Improvement Project Preliminary Design Guidelines. He specifically discussed project timeline, project purpose, building on previous and current work, project partners, narrow sidewalks, barriers on sidewalks, lack of curb cuts, lack of buffer from cars, unfriendly intersections, unkempt facades, dumping, traffic challenges, parking inventory, group vision, community vision, small group discussions, workshop summaries, and priority improvements. He also provided an overview of the information set forth in the progress report, including but not limited to, Phase 1 and 2 of Alternative One, Alternative Two, overall streetscape design details, and supporting plan elements.

In response to Council Member Johnson, Mr. Hexter and Ms. Fernandez stated that existing traffic flows are approximately 13,000 and the projections may increase by approximately 10% to 14,000 when the lanes narrow down during Phase 1 or 2.

In response to Mayor Mounce, Ms. Fernandez stated the numbers do not specifically take into account Delta College and are based on growth rate factors and the level of service from the initial review.

In response to Mayor Mounce, Ms. Fernandez stated the cannery truck flow will likely continue to use Lodi Avenue and the speeds may be somewhat reduced if a vehicle is driving behind a truck. Mr. Hexter confirmed that speeds were a consideration in the proposed project.

In response to Council Member Hitchcock, Mr. Hexter stated that Alternative Two, which eliminates parking to increase the median, provides more of a pedestrian-oriented feeling. He stated Alternative Two provides for some parking while minimizing negative impacts and the removal of the travel lane gives way to the parking lane.

In response to Mayor Mounce, Ms. Fernandez stated that there may be some traffic diversion to Stockton Street and/or other surrounding streets; although, some individuals will continue to travel on Lodi Avenue. She stated Delta College traffic may also use Kettleman Lane. Mr. Hexter stated there may be an adjustment period and Lodi Avenue will continue to be a major east-west thorough way.

In response to Council Member Johnson, Mr. Hexter and Ms. Fernandez confirmed the C-2 zoning of the area, stating there may be opportunities for businesses and future commercial growth in the area.

In response to Mayor Mounce, Mr. Hexter stated two pocket parts identified were Maple Square and across Washington Street. He stated landscaping may be provided to green the streets without the bulb outs as well.

B-2 "Transit Oriented Development Update"

City Manager King briefly introduced the subject matter of Transit Oriented Development (TOD).

Planning Manager Peter Pirnejad provided a PowerPoint presentation regarding the TOD update. Specific topics of discussion included TOD goals and objectives, project area, project timeline, progress timeline, Steering Committee members, community workshop outreach plan, community workshop, evaluation of template Site 1, Site 2, Site 3, and Site 4, and funding mechanisms associated with the same.

In response to Council Member Johnson, Mr. Pirnejad stated there is approximately \$240 million available over a three-year time period, the State was delayed in releasing the information pertaining to the funding this year, and the City is on schedule for next year's cycle. Mr. King provided an overview of the theory of living and working around transit stations. He specifically discussed the benefits, long-term strategy for the rail corridor and its application to development and housing around the rail station, and the likelihood of availability of Proposition 1C funds.

In response to Mayor Mounce, Mr. Pirnejad stated there was never an intent to rely on redevelopment monies as the idea is to set up a framework for long-term Council policy regarding the concept of transit oriented development, which will require several steps including commuter rail development, General Plan amendments, and definitive direction to developers. Mr. King stated the area could be eligible for tax increment; although, the proposed tax increment is already spent on various projects individuals would like completed.

In response to Council Member Hitchcock, Mr. Pirnejad provided the location and possible mixed-use options for four potential sites as set forth in the presentation map.

In response to Mayor Mounce, Mr. Pirnejad stated the property owner for Site No. 4 has not yet been contacted because the sites are only proposed locations and the templates could be used for a variety of sites with similar mixed-use options.

In response to Mayor Mounce, Mr. Pirnejad stated the current Steering Committee is different from the Committee that was referenced in the previous item on the agenda. He stated the broad membership of the subject Steering Committee includes Mike Swearingen from San Joaquin Council of Governments, a Regional Rail Commission representative, the Downtown Lodi Business Partnership, the Loel Center, Chamber of Commerce, Roger Khan, and Phil Pennino.

In response to Council Member Hitchcock, Mr. Pirnejad stated the intent is to incorporate the TOD guidelines into the General Plan alternatives to ensure both are integrated.

In response to Council Member Katzakian, Mr. Pirnejad stated the projected costs for Alternatives 1 and 2 are generally driven on parking. He discussed relaxed parking requirements getting a better yield on costs, ownership units fairing better than rental units, and the theory of less needed parking spaces if there are less cars and commuter rail is being used instead. Mr. King stated the purpose of the presentation is to show possible options and sites and developers are looking at a variety of site options while reviewing the basic cost to develop by acre.

In response to Council Member Katzakian, Mr. King confirmed that the shown sites are not any of those currently being reviewed by Russ Munson.

Discussion ensued between Council Member Johnson, Council Member Hitchcock, Transportation Manager Tiffani Fink, Mr. Pirnejad, and Mr. King regarding parking as a major concern in the area, relaxing parking requirements, Measure K funding availability for express shuttle parking for commuter rail, Smart Growth funding application to Greenfield projects instead of TOD purposes, and new development versus improvement of existing downtown development.

In response to Council Member Katzakian, Mr. King stated he is not sure if the Proposition 1C money is distributed equally over a three-year period. He stated it may be based on a geographical distribution and provided library funding as an example.

C. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

D. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 8:07 a.m.

ATTEST:

Randi Johl
City Clerk



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Lodi Avenue Improvement Project Design Guidelines Review
 MEETING DATE: April 8, 2008 (Shirtsleeve Session)
 PREPARED BY: Public Works Director

RECOMMENDED ACTION: Information only.

BACKGROUND INFORMATION: Implementation of the Lodi Central City Railroad Safety Improvement Project and the 2005/2006 Eastside Mobility and Access Plan (EMAP) will culminate with the reconstruction of Lodi Avenue from Cherokee Lane to the Union Pacific Railroad.

Moore Iacofano Goltsman (MIG) was retained in the summer of 2007 to organize and facilitate community workshops and to prepare design guidelines and preliminary design alternatives for Lodi Avenue. Preliminary design guidelines will be distributed at the meeting. The following summarizes the work completed and the project implementation schedule:

- June 6, 2007 Council adopts a resolution authorizing the City Manager to execute the professional services agreement with MIG (\$80,000 appropriated)
- August 2007
 1. Steering Committee Kickoff meeting and Walking Tour
 2. Outreach to Lodi Avenue businesses to join the Steering Committee
- September 2007
 1. Steering Committee Meeting No. 2
 2. Community Workshop No. 1 (What should Lodi Avenue look like in the future?)
 3. Comment Card Distribution (If you missed the September Community Workshop, please take the time to share your ideas)
- December 2007 Memo to Council with Community Workshop Summary
- January 2008 Community Workshop No. 2 (Lodi Avenue Preliminary Design Concepts)
- February 2008 Council adopts a resolution approving the East Lodi Avenue Reconstruction project for Proposition 1B Phase I funding (\$1.9 million)
- April 2008 Shirtsleeve (Council update and distribution of preliminary design guidelines)
- June 2008 Request Council approve the Lodi Avenue design guidelines and request authorization to proceed with in-house preparation of plans and specifications to construct project
- Spring 2009 Request Council approve plans and specifications and authorize bids for construction
- Summer 2009 Begin project construction
- Summer 2010 Project acceptance by Council


FISCAL IMPACT: None at this time. Proposition 1B is the funding source of \$1.9 million over two years.

FUNDING AVAILABLE: Not applicable.


 F. Wally Sandelin
 Public Works Director

Prepared by Paula J. Fernandez, Senior Traffic Engineer
 FWS/pmf
 cc: MIG
 Steering Committee Member

APPROVED:


 Blair King, City Manager



April 2008

Eastside Lodi Avenue Improvement Project Progress Report/ Preliminary Design Guidelines

In June 2007, the Lodi City Council approved a consulting agreement with MIG, Inc. to develop design guidelines for Lodi Avenue from Union Pacific Railroad to Cherokee Lane. The project has proceeded under the direction and guidance of City staff from the Public Works and Planning Departments, as well as a Steering Committee comprised of community members representing the LOEL Center, Community Partnership for Families, the Lodi Improvement Committee, the Chamber of Commerce and others.

In addition, two community-wide workshops have been held: the first, in September 2007, provided the project team with the community's vision for the area, and identified a number of issues, assets and opportunities to consider in developing design guidelines. The second workshop was held on January 31, 2008, and involved community members in reviewing and prioritizing a set of proposed streetscape improvements and street configuration for Lodi Avenue.

This memo outlines MIG's recommendations for improving Eastside Lodi Avenue. Based on community feedback and the awareness of budgetary constraints, MIG recommends two alternatives for redesigning Lodi Avenue. These alternatives provide for a range of pedestrian, traffic-calming and street beautification improvements. Alternative One: Phase One allows for a large set of major pedestrian improvements. Alternative One: Phase Two provides a moderate traffic-calming and street beautification improvement. Alternative Two provide both major pedestrian and traffic-calming improvements.

ALTERNATIVE ONE: PHASE ONE

Major improvements to the pedestrian environment on the sidewalk. Design elements of Phase One include:

- ***Maintain existing roadway striping***
- ***Install pavement-treated crosswalks***
- ***Ensure handicapped ramps at all corner crosswalks***
- ***Install improved signage***
- ***Install bulb-outs at street corners***
 - Remove parking at corners for bulb-outs at street corners.
- ***Provide pedestrian amenities at corner bulb-outs***
 - Provide pedestrian amenities such as street furniture, public art, trashcans and drinking fountains. Use native plantings of sidewalk bulb-out landscapes.
- ***Install improved light fixtures***
 - Provide brighter, consistently spaced light fixtures that accommodate pedestrians, as well as vehicles, that complements the neighborhood context as well as city-wide design. Consider installing decorative, color-treated street lighting.

ALTERNATIVE ONE: PHASE TWO

Improve the pedestrian environment on the sidewalk and calm automobile traffic while maintaining current number of driving lanes. Design elements of Phase Two include:

- ***Narrow driving lane widths less than 11' to reduce speeding***
- ***Install a center median with public art and landscaping***
- ***Create intermittent, mid-block bulb-outs***
Install intermittent bulb-outs for small plazas, landscaping and pedestrian amenities and outdoor dining. Widens sidewalks in occasional places up to 8'.
- ***Provide pedestrian amenities in midblock bulb-outs***
Incorporate pedestrian amenities such as native plantings, street furniture and public art in midblock bulb-outs.
- ***Use textured and tinted pavement and sidewalk materials***
Use distinctive materials in the streetscape (street furniture, sidewalk material, and median treatment) and public art that highlight the area's Latino and wine country identities.

ALTERNATIVE TWO

Major pedestrian and traffic-calming improvements. Design elements of Phase Two include:

- ***Create 12' sidewalks on Lodi Avenue between Cherokee and Stockton***
- ***Create two travel lanes total on Lodi Avenue with left turn lanes at key intersections***
- ***Widen center median with additional plantings***
Use native plantings of sidewalk bulb-out landscapes and the center median.
- ***Provide pedestrian amenities***
Provide pedestrian amenities, i.e. seating, trashcans, lighting, drinking fountains. Use native plantings of sidewalk bulb-out landscapes and the center median.
- ***Use textured and tinted pavement and sidewalk materials***
Use distinctive materials in the streetscape (street furniture, sidewalk material, and median treatment) and public art that highlight the area's Latino and wine country identities.
- ***Install consistent street trees***
The wider sidewalk width allows a consistent row of street trees to be planted along Lodi Avenue and thus, providing a wider connection of canopies to provide much-needed shade for pedestrians in the summertime. Use native plantings of sidewalk bulb-out landscapes and the center median.

OVERALL STREETSCAPE DESIGN DETAILS

MIG recommends material details in both streetscape design phases that build on creating a stronger character and sense of place on Eastside Lodi Avenue.

- ***Use native plantings that can withstand urban conditions in the sidewalk bulb-out landscapes and in the center median.***
- ***Provide sufficient public seating, trashcans, water fountains, directional signage, and other sidewalk amenities, where possible.***
- ***Use distinctive materials in the streetscape (street furniture, sidewalk material, and median treatment) that highlights the area's Latino and wine country identities.***
- ***Encourage public art that highlights the area's Latino and wine country identities.***

II. SUPPORTING PLAN ELEMENTS

In addition to the design of the roadway, the following design strategies are important to create a safe, beautiful and neighborhood-oriented street.

A. Pedestrian Crosswalks

A1: Improve pedestrian crossings across Lodi Avenue through creating pedestrian refuges. Treat specified crosswalks with distinctive material, e.g. colored and stamped asphalt.

A2: Explore additional pedestrian safety measures, such as eliminating left-hand turns onto Lodi Avenue.

B. Image and Identity

B1: Create a gateway to highlight entry into Eastside Lodi Avenue at the intersection of Cherokee and Lodi Avenue. Gateway features such as kiosks, sculpture and/or visually-striking plantings should be considered.

B2: Support new murals on blank walls of buildings.

B3: Support storefront façade improvements.

C. Pocket Parks

C1: Provide shaded gathering spaces for a range of ages, particularly seniors and families with small children. These areas should accommodate multiple seating options, drinking fountains, picnic tables and children play areas.

C2: Areas identified as priority areas for new pocket parks are at the intersection of Lodi Avenue and Sacramento and Washington Streets.

D. Bike Infrastructure

D1: Provide bike racks on Lodi Avenue and cross streets.

D2: Reconfigure Walnut Avenue with bicycle lanes (Class II facilities) and bicycle routes (Class III facilities).

E. Alleys

E1: Create a “Clean Alleys” program to clean out and keep clear alleys for local residential access to their driveways.

E2: Create opportunities for more lighting in alleyways.

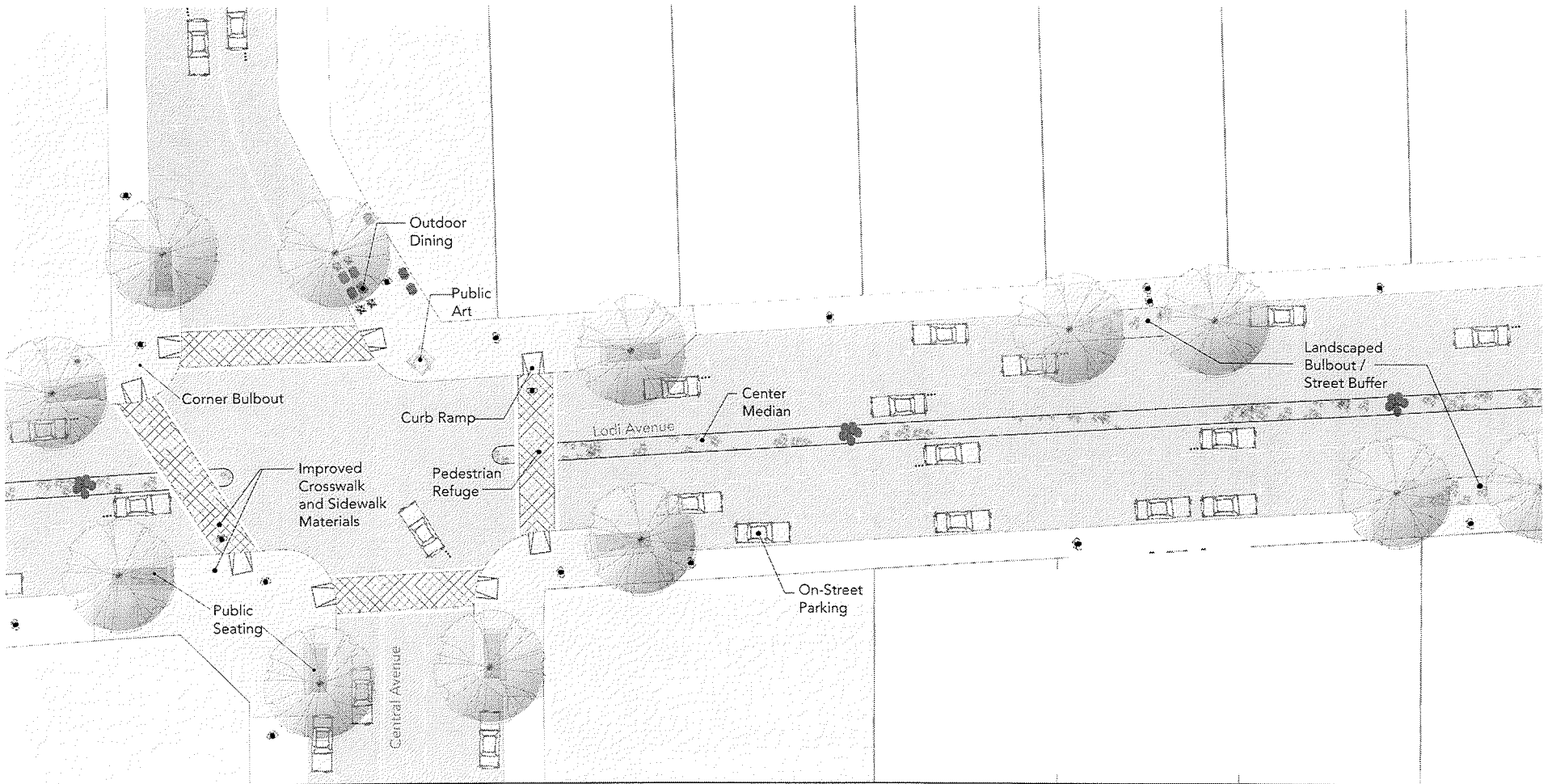
E3: Ensure that new construction and reconstruction of existing homes provide sufficient on-site parking. Encourage windows and doors onto the alleyway to increase “eyes on the alley”.

F. Safety and Code Enforcement

F1: Enforce laws regarding illegal dumping and no-parking areas. Also increase police patrol of the alleys.

F2: Create a partnership between citizens, City staff and the Police Department to reduce crime and unlawful activities to address safety concerns.

Alternative 1: Phase 1 and 2



Existing Commercial Land Use

Proposed Street Median

Proposed Corner Bulbout

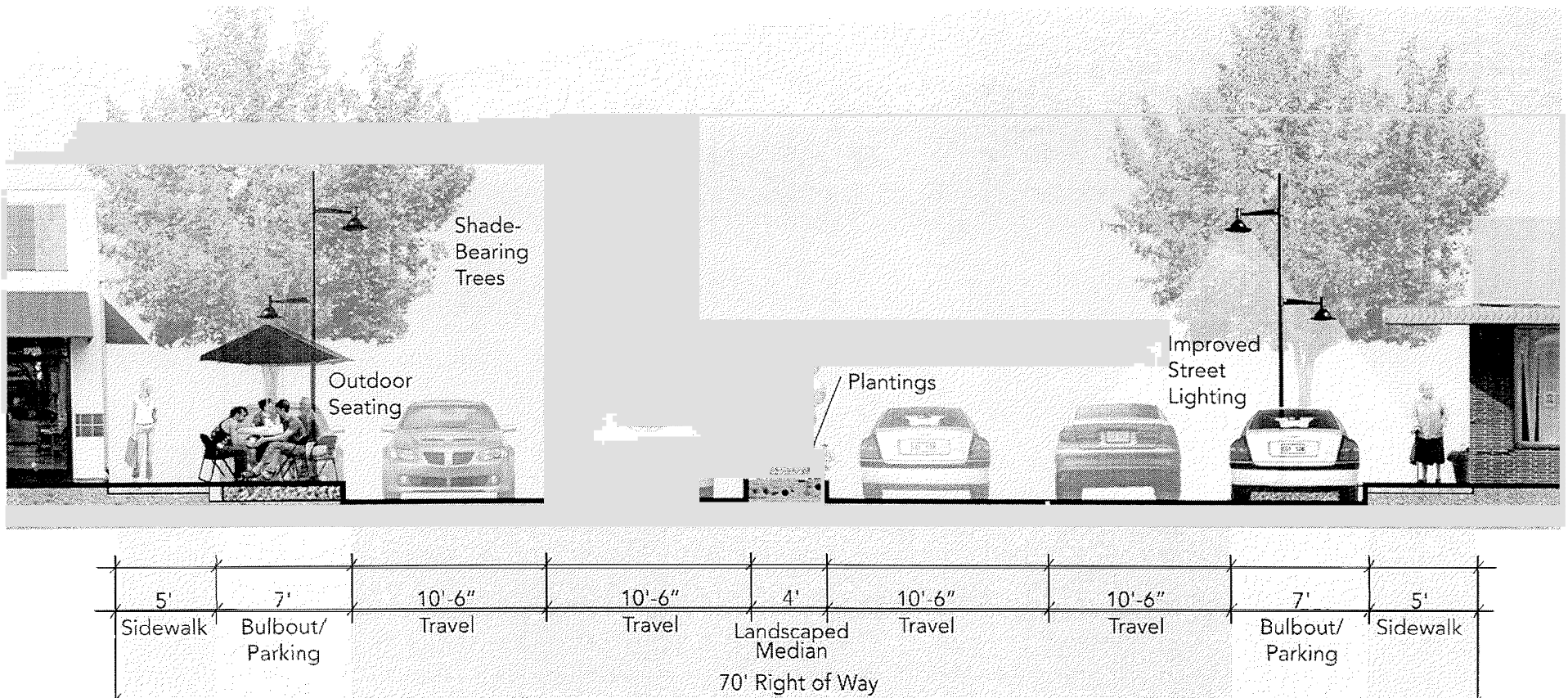
Existing Residential Land Use

Improved Pedestrian Crosswalk

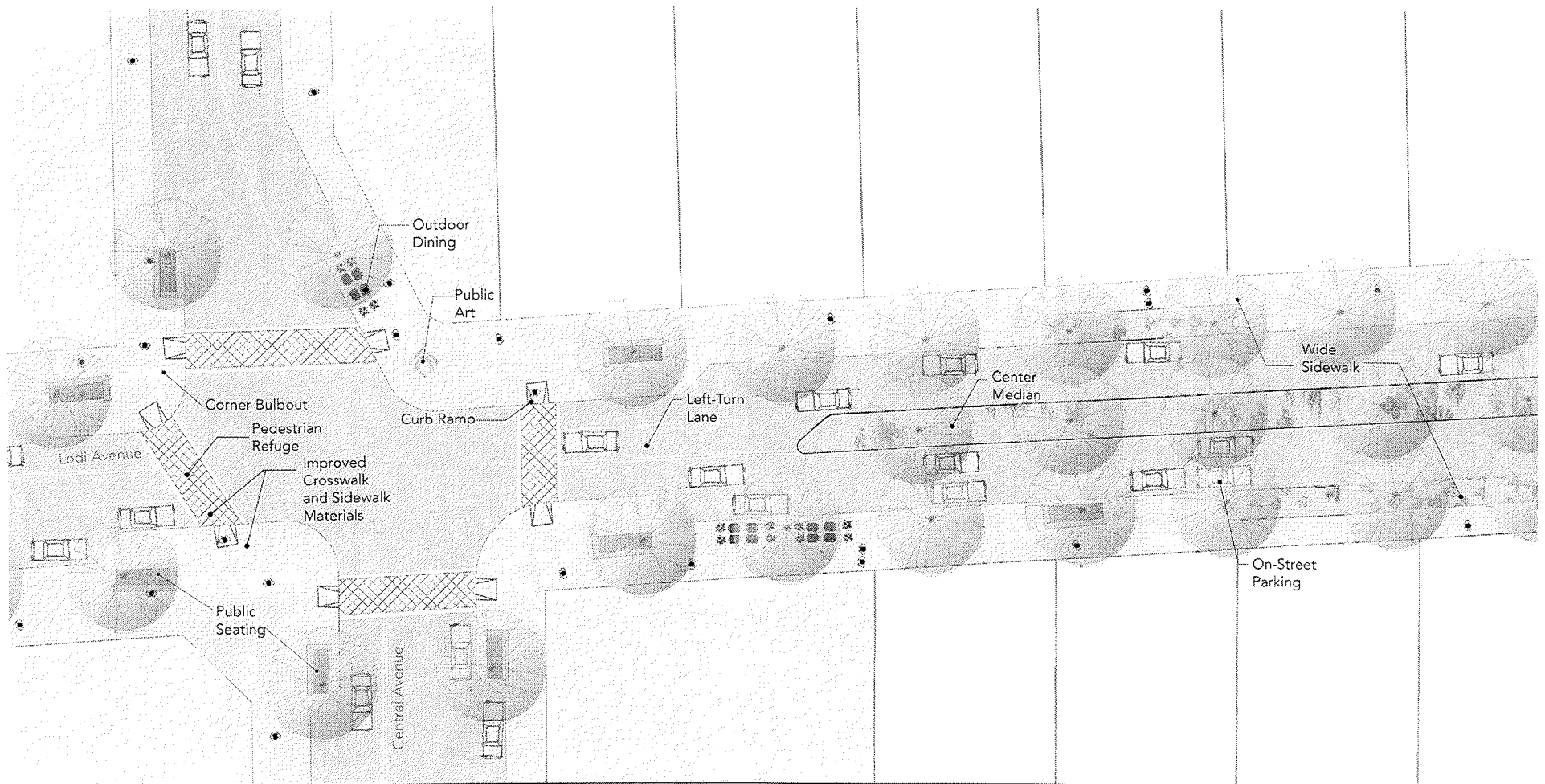
Proposed Mid-block Bulbout

Existing Sidewalk

Alternative 1 Phase 2 - Median

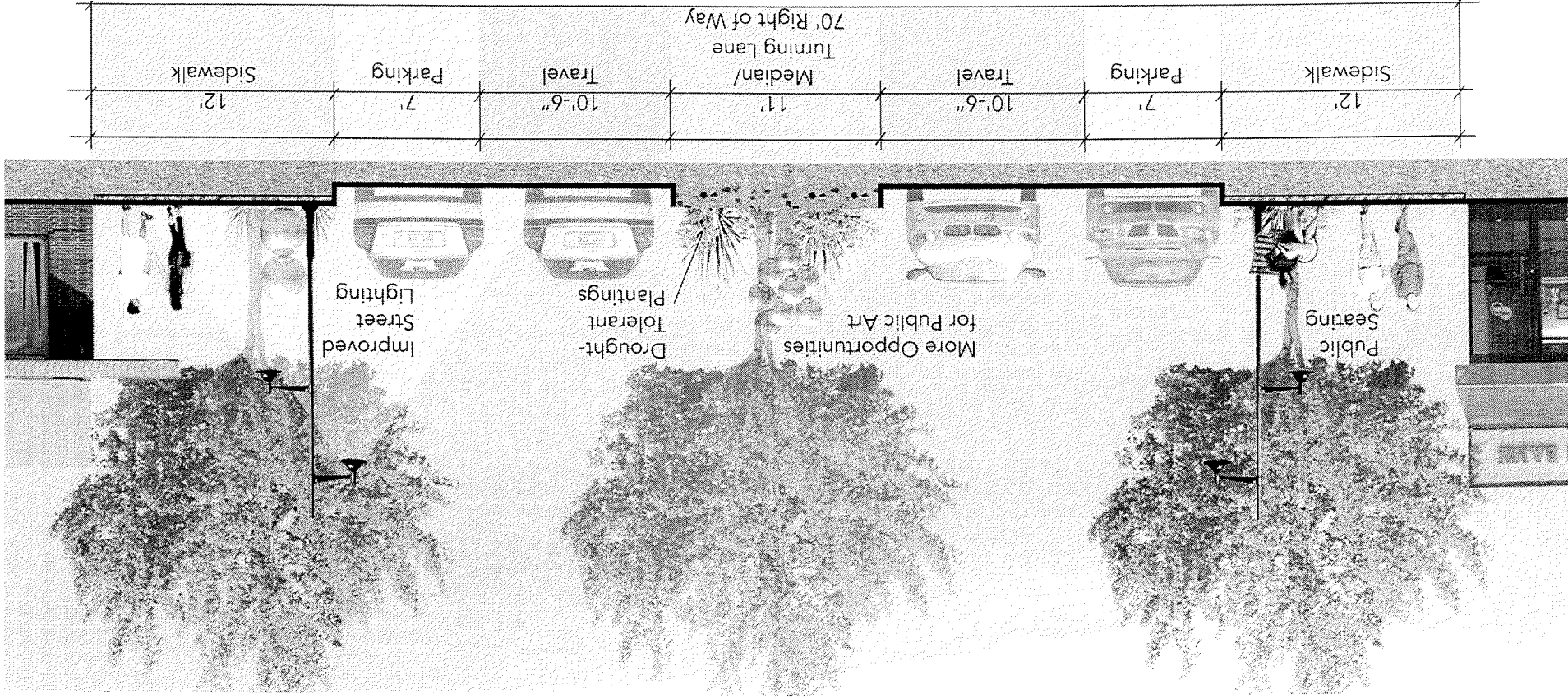


Alternative 2 – Plan Detail



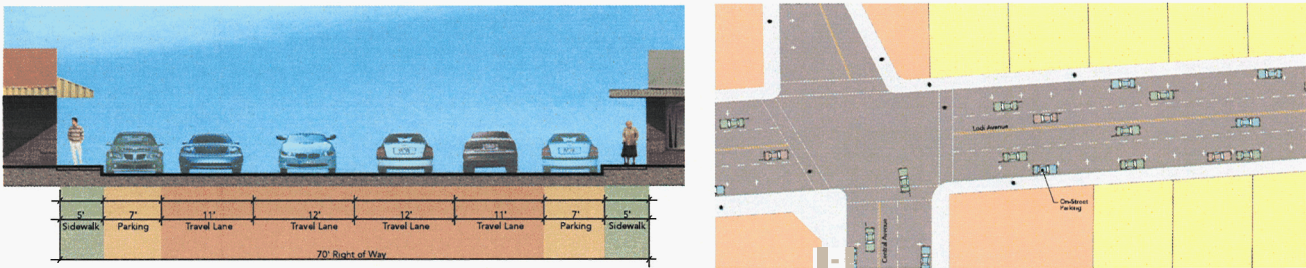
- Existing Commercial Land Use
- Existing Residential Land Use
- Existing Sidewalk
- Proposed Street Median
- Improved Pedestrian Crosswalk
- Proposed Widened Sidewalk

Alternative 2



I. EASTSIDE LODI AVENUE OVERALL DESIGN CONCEPT

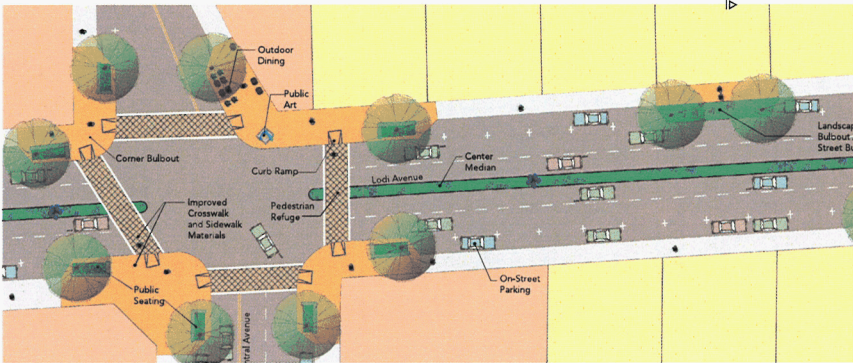
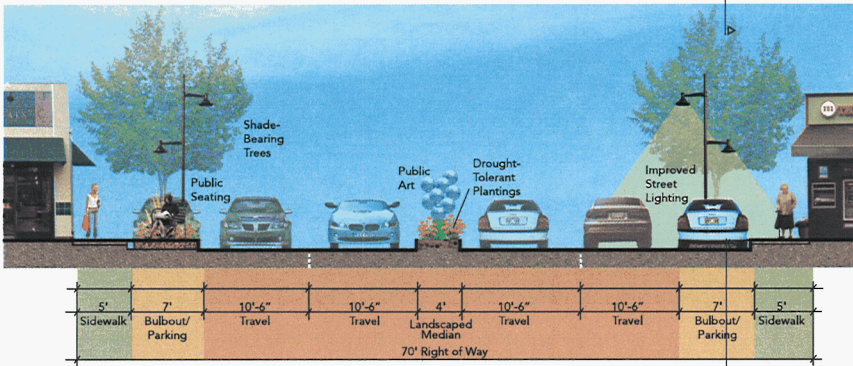
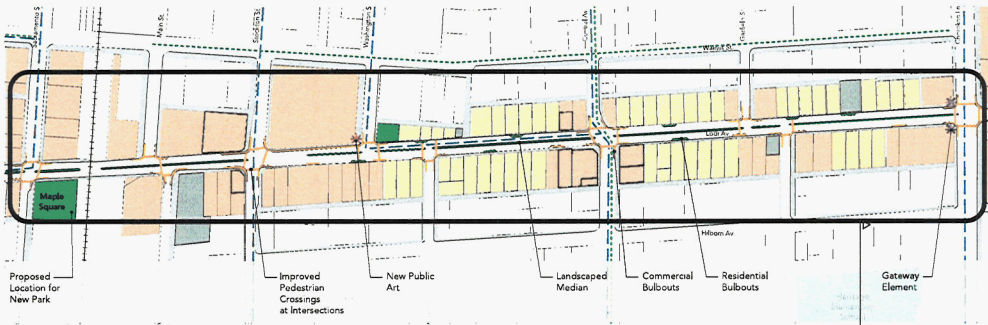
EXISTING



ALTERNATIVE ONE

Phase One:

- Maintain existing roadway striping
- Install pavement-treated crosswalks
- Ensure handicapped ramps at all corner crosswalks
- Install improved signage
- Install bulb-outs at street corners
Remove parking at corners for bulb-outs at street corners.
- Provide pedestrian amenities at corner bulb-outs
Provide pedestrian amenities such as street furniture, public art, trashcans and drinking fountains. Use native plantings of sidewalk bulb-out landscapes.
- Install improved light fixtures
Provide brighter, consistently spaced light fixtures that accommodate pedestrians, as well as vehicles, that complements the neighborhood context as well as city-wide design. Consider installing decorative, color-treated street lighting.

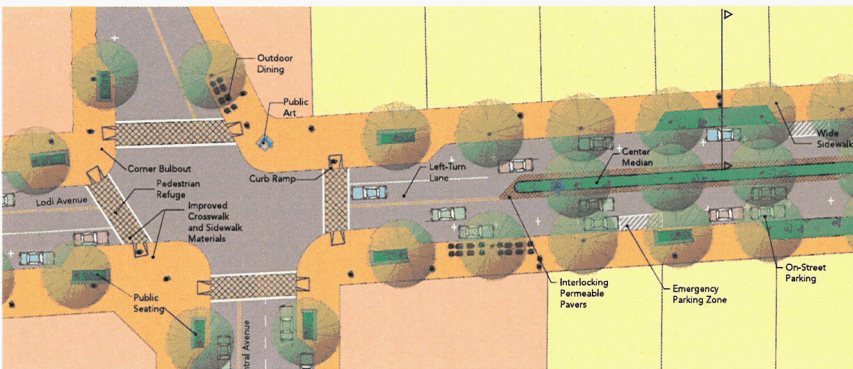
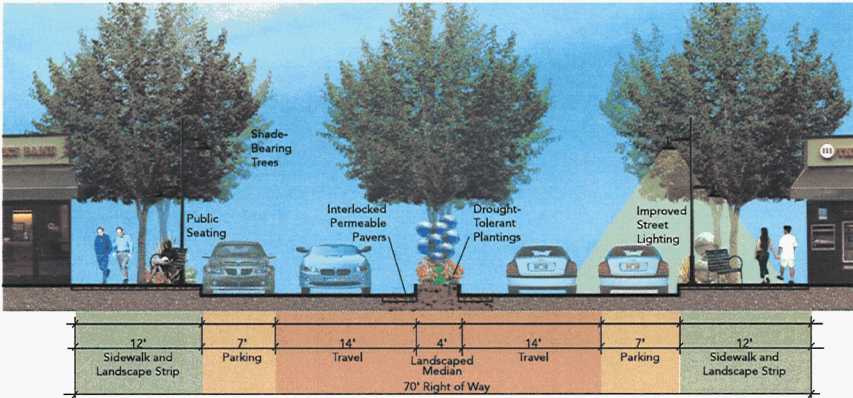
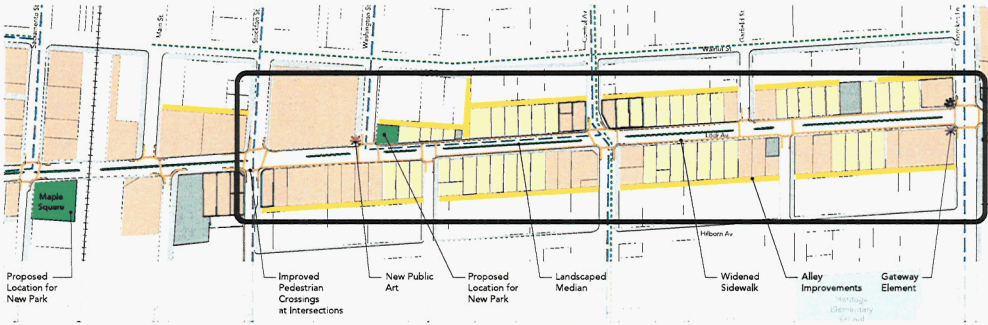


Phase Two:

- Narrow driving lane widths less than 11' to reduce speeding
- Install a center median with public art and landscaping
- Create intermittent, mid-block bulb-outs
Install intermittent bulb-outs for small plazas, landscaping and pedestrian amenities and outdoor dining. Widens sidewalks in occasional places up to 8'.
- Provide pedestrian amenities in mid-block bulb-outs
Incorporate pedestrian amenities such as native plantings, street furniture and public art in midblock bulb-outs.
- Use textured and tinted pavement and sidewalk materials
Use distinctive materials in the streetscape (street furniture, sidewalk material, and median treatment) and public art that highlight the area's Latino and wine country identities.

ALTERNATIVE TWO

- Create 12' sidewalks on Lodi Avenue between Cherokee and Stockton
- Create two travel lanes total on Lodi Avenue with left turn lanes at key intersections
- Widen center median with additional plantings
Use native plantings of sidewalk bulb-out landscapes and the center median.
- Provide pedestrian amenities
Provide pedestrian amenities, i.e. seating, trashcans, lighting, drinking fountains. Use native plantings of sidewalk bulb-out landscapes and the center median.
- Use textured and tinted pavement and sidewalk materials
Use distinctive materials in the streetscape (street furniture, sidewalk material, and median treatment) and public art that highlight the area's Latino and wine country identities.
- Install consistent streets trees
The wider sidewalk width allows a consistent row of street trees to be planted along Lodi Avenue and thus, providing a wider connection of canopies to provide much-needed shade for pedestrians in the summertime. Use native plantings of sidewalk bulb-out landscapes and the center median.

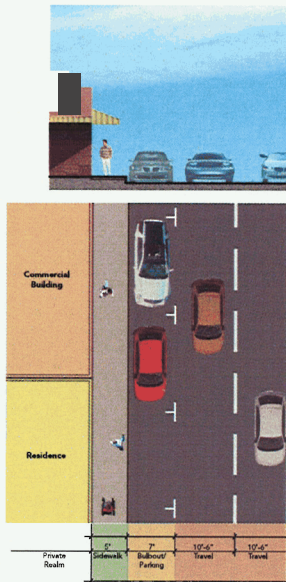


I. EASTSIDE LODI AVENUE OVERALL DESIGN CONCEPT (continuation)

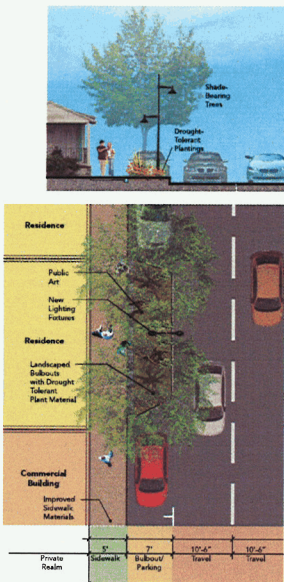
Design Elements:

- **Intermittent residential and commercial bulb-outs**
Install intermittent bulb-outs for small plazas, landscaping and pedestrian amenities and outdoor dining. Widens sidewalks in occasional places up to 8'.

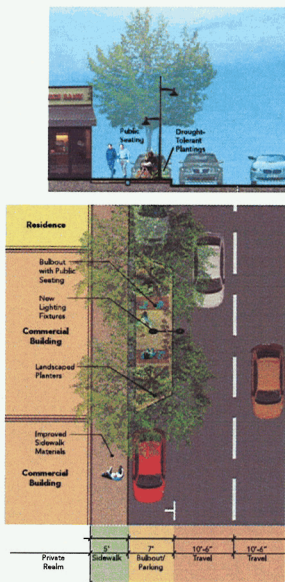
Existing Lodi Avenue



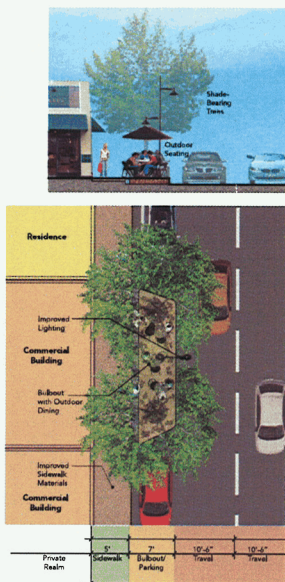
Proposed Lodi Avenue Landscaped Bulb-outs



Proposed Lodi Avenue Plaza Bulb-outs

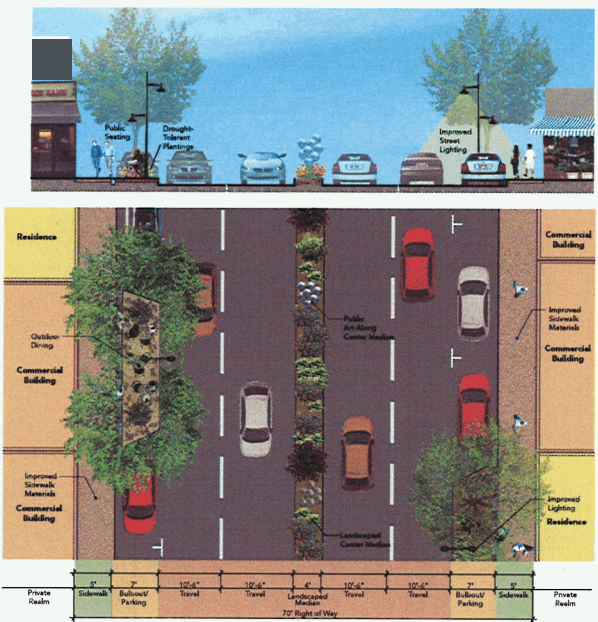


Proposed Lodi Avenue Commercial Bulb-outs

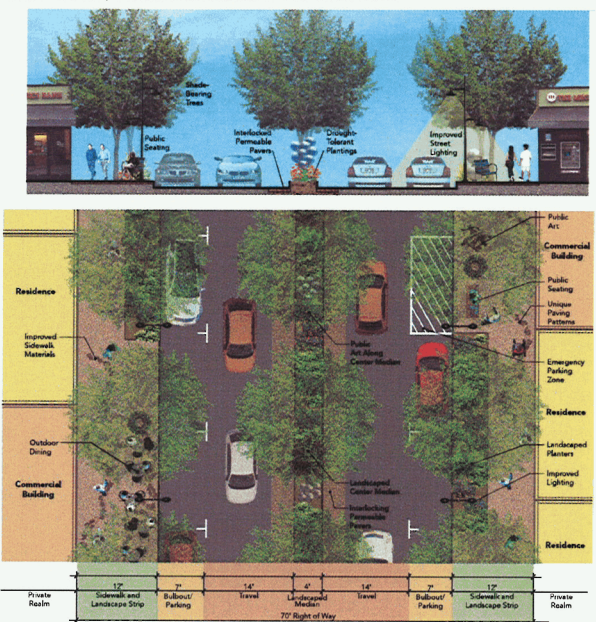


- **Center median with public art and landscaping**
Use native plantings of sidewalk bulb-out landscapes and the center median.
- **Widened sidewalks (phase 2)**

Proposed Lodi Avenue Alternative One
Center Median, Intermittent Bulb-outs and Four Travel Lanes



Proposed Lodi Avenue Alternative 2
Center Median, Widened Sidewalks and Two Travel Lanes



Design Details:

The following are recommendations for material details that build on creating a stronger character and sense of place on Eastside Lodi Avenue.

- **Plantings**
Use native plantings that can withstand urban conditions in the sidewalk bulb-out landscapes and in the center median. See palette of suggested plants.

Groundcovers



Perennials



Shrubs



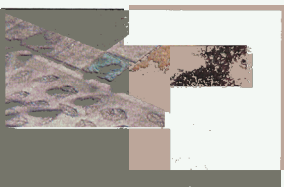
Trees



- **Street Furniture**
Provide sufficient public seating, trashcans, water fountains, directional signage, and other sidewalk amenities, where possible.



- **Hardscape Materials**
Use distinctive materials in the streetscape (street furniture, sidewalk material, and median treatment) that highlights the area's Latino and wine country identities. See palette of suggested ideas.



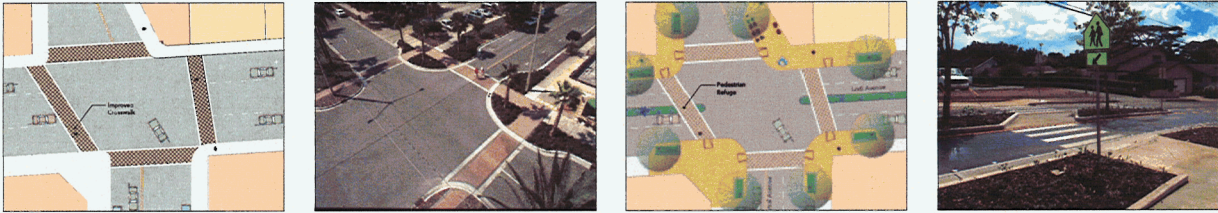
- **Public Art**
Encourage public art that highlights the area's Latino and wine country identities. See palette of suggested ideas.



II. SUPPORTING PLAN ELEMENTS

A. Pedestrian Crosswalks

- A1: Improve pedestrian crossings across Lodi Avenue through creating pedestrian refuges. Treat specified crosswalks with distinctive material, e.g. colored and stamped asphalt.
- A2: Explore additional pedestrian safety measures, such as eliminating left-hand turns onto Lodi Avenue.



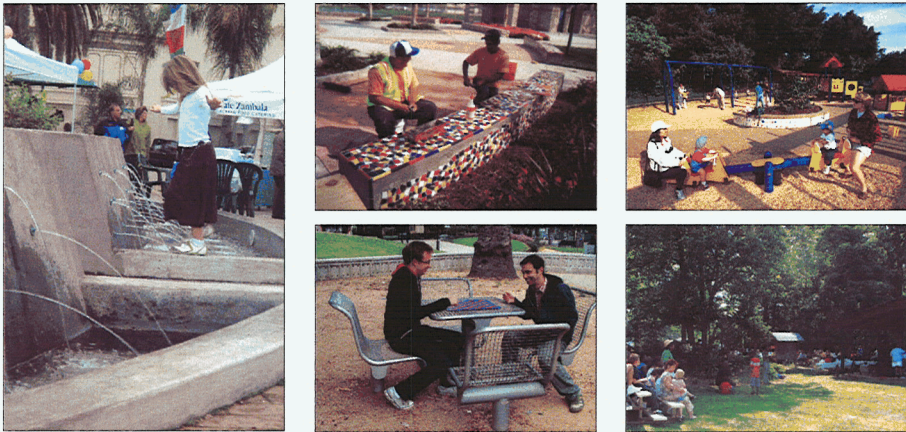
B. Image and Identity

- B1: Create a gateway entering Lodi Avenue at the intersection of Cherokee and Lodi Avenue.
- B2: Support new murals on blank walls of buildings.
- B3: Support storefront façade improvements.



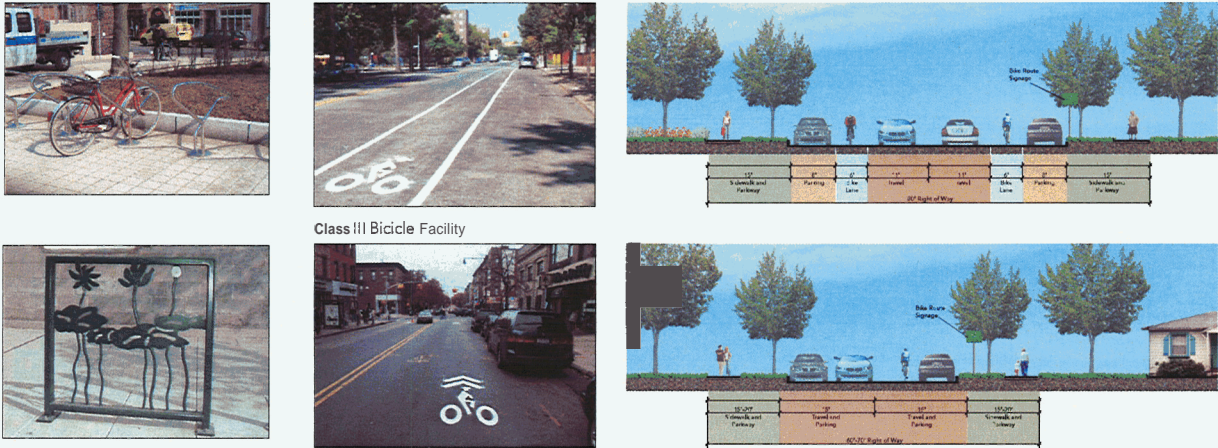
C. Pocket Parks

- C1: Provide shaded gathering spaces for a range of ages, particularly seniors and families with small children. These areas should accommodate multiple seating options, drinking fountains, picnic tables and children play areas.
- C2: Areas identified as priority areas for new pocket parks are at the intersection of Lodi Avenue and Sacramento and Washington Streets.



D. Bike Infrastructure

- D1: Provide bike racks on Lodi Avenue and cross streets.
- D2: Reconfigure Walnut Avenue with bicycle lanes (ClassII facilities) and cycle routes (ClassIII facilities).



E. Alleys

- E1: Create a “Clean Alleys” program to clean out and keep clear alleys for local residential access t o their driveways.
- E2: Create opportunities for more lighting in alleyways.
- E3: Ensure that new construction and reconstruction of existing homes provide sufficient on-site parking. Encourage windows and doors onto the alleyway to increase “eyes on the alley”.



F. Safety and Code Enforcement

- F1: Enforce laws regarding illegal dumping and no-parking areas. Also increase police patrol of the alleys.
- F2: Create a partnership between citizens, City staff and the Police Department to reduce crime and unlawful activities to address safety concerns.



Eastside Lodi Avenue Improvement Project Preliminary Design Guidelines

April 8, 2008

Project Timeline



Project Purpose

- Develop guidelines for:
 - Pedestrian/bicycle safety and connectivity
 - Vehicular circulation and parking
 - Streetscape elements
 - Community identity
 - Transit service and amenities
- Technical studies are necessary to determine feasibility and implement recommendations

Building On Previous and Current Work

- *Award-Winning* Eastside Mobility and Access Plan
- Downtown Lodi TOD Design Guidelines

Project Partners

- Lodi Improvement Committee
- Lodi Police Department
- Chamber of Commerce
- Lodi Unified School District
- MOLE
- Community Partnership for Families
- Lodi Avenue Businesses and Residents

Issue

- Narrow Sidewalks



Issue

- Barriers on Sidewalks



Issue

- Lack of curb cuts for wheelchairs and strollers



Issue

- Sidewalks lack buffer from cars



Issue

- Unfriendly Intersection Crossings



Issue

- Unkempt facades



Issue

- Dumping



Issue/ Asset

- Traffic challenging for pedestrians, but good for business



Parking Inventory

Parking Inventory

Date:	Segment:	UPRR to Main	
		North	South
	Marked Spaces	2	3
01/15/2008	3:00pm	0	0
01/16/2008	10:45am	0	0
01/17/2008	9:25am	0	0
01/17/2008	2:45pm	0	0
	Average	0	0
	Occupancy	0%	0%

Date:	Segment	Main to Stockton	
		North	South
	Marked Spaces	6	2
01/15/2008	3:00pm	0	0
01/16/2008	10:45am	0	1
01/17/2008	9:25am	0	0
01/17/2008	2:45pm	0	0
	Average	0	0.25
	Occupancy	0%	13%

Date:	Segment:	Stockton to Washington	
		North	South
	Marked Spaces	10	13
1/15/2008	3:00pm	0	4
1/16/2008	10:45am	0	4
1/17/2008	9:25am	0	2
1/17/2008	2:45pm	0	3
	Average	0	3.25
	Occupancy	0%	25%

Date:	Segment	Washington to Central	
		North	South
	Marked Spaces	24	19
1/15/2008	3:00pm	7	7
1/16/2008	10:45am	7	10
1/17/2008	9:25am	4	7
1/17/2008	2:45pm	9	8
	Average	6.75	8
	Occupancy	28%	42%

Date:	Segment:	Central to Garfield	
		North	South
	Marked Spaces	13	17
1/15/2008	3:00pm	4	5
1/16/2008	10:45am	1	8
1/17/2008	9:25am	2	4
1/17/2008	2:45pm	4	8
	Average	2.75	5.25
	Occupancy	21%	31%

Date:	Segment	Garfield to Cherokee	
		North	South
	Marked Spaces	19	12
1/15/2008	3:00pm	8	7
1/16/2008	10:45am	6	3
1/17/2008	9:25am	4	4
1/17/2008	2:45pm	6	5
	Average	6	4.75
	Occupancy	32%	40%

Large Group Visioning



Community Vision

**EASTSIDE
LODI AVE**
COMMUNITY WORKSHOP #1
9/25/07

- ▶ BUNGALOW NEIGHBORHOOD
- ▶ RICH HERITAGE OF OLD HOUSES
- ▶ GET RID OF COBRA LIGHTS;
DOWNTOWN LIGHTS
- ▶ TRAFFIC STUDY
- ▶ DANGEROUS INTERSECTION
- ▶ COLOR CODE FOR EASTSIDE (?)
- ▶ TRAFFIC AROUND TRAINTRACKS
AT LUNCH TIME
→ UNDERPASS
- ▶ PARKING FOR BUSINESS

- ▶ RESURFACE STREET
FOR CARS; IMPROVE
FOR CARS
- ▶ COMMUNITY GARDENS/
POCKET PARKS
- ▶ FAMILIES WALKING TO
STORES
- ▶ LOTS OF FAMILIES/
MOTHERS & STROLLERS
- ▶ TRASH RECEPTACLES

EARLY
MORNING
+
GOING HOME

- ▶ BALANCE AUTO
NEEDS
- ▶ CODE ENFORCEMENT
→ "CART BEFORE HORSE"
- ▶ FUNDING/FEASIBILITY
- ▶ MAINTENANCE
FOR IMPROVEMENTS
- ▶ HISTORICAL
ART — BRONZE STATUE
- ▶ "WHAT WILL
\$2 ML B.Y.P.?"



- ▶ WINEYARD
→ CONNECT TO DOWNTOWN
- ▶ PROUD ENTRY
- ▶ 2 TRAVEL LANES
ON Lodi AVE
- ▶ DEFINE MEDIAN SIZE
- ▶ FOUNTAINS

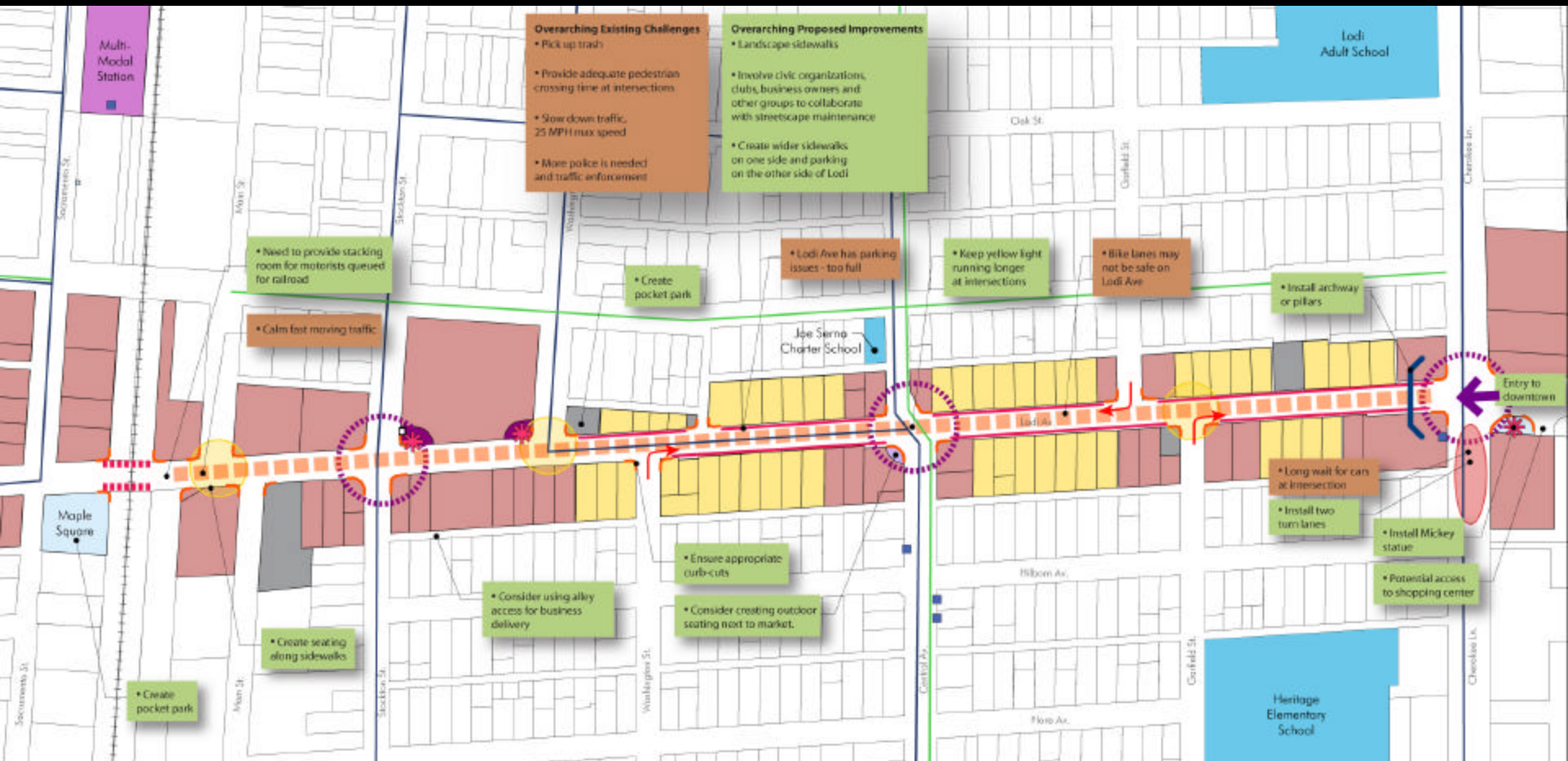
- ▶ SLOW TRAFFIC
- ▶ WIDEN SIDEWALK
ON ONE SIDE (?)
- ▶ BIKE ACCESS
- ▶ BULBOOTS/GREEN
TO SLOW TRAFFIC

- ▶ ALLEYWAYS FOR
COMMERCIAL
DELIVERY
- ▶ REMOVE UTILITY
SHAVERS / GO ON PRIVATE (?)
- ▶ PEDESTRIAN LIGHTS

Small Group Discussions



Workshop Summary



Workshop #2 – January 31, 2008



Priority Improvements

- Pedestrian amenities
 - Safe crossings
 - Bulbouts
 - Lighting
- Building appearance
- Alley safety and access
- Code enforcement

Preliminary Eastside Lodi Avenue Design Guidelines

CITY COUNCIL

JOANNE L. MOUNCE, Mayor
LARRY D. HANSEN,
Mayor Pro Tempore
SUSAN HITCHCOCK
BOB JOHNSON
PHIL KATZAKIAN

CITY OF LODI
PUBLIC WORKS DEPARTMENT

CITY HALL, 221 WEST PINE STREET

P.O. BOX 3006

LODI, CALIFORNIA 95241-1910

(209) 333-6706

FAX (209) 333-6710

EMAIL pwdept@lodi.gov

<http://www.lodi.gov>

BLAIR KING

City Manager

RANDI JOHL

City Clerk

D. STEVEN SCHWABAUER

City Attorney

F. WALLY SANDELIN

Public Works Director

April 4, 2008

MIG

800 Hearst Avenue
Berkeley, CA 94710

Steering Committee Members

SUBJECT: Lodi Avenue Improvement Project Design Guidelines Review

Enclosed is a copy of background information on an item on the City Council Shirtsleeve Session agenda of Tuesday, April 8, 2008. The meeting will be held at 7 a.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is being presented for information only and no Council action will be taken.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P.O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Randi Johl, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call Paula Fernandez, Senior Traffic Engineer, at (209) 333-6800, extension 2667.



for:

F. Wally Sandelin
Public Works Director

FWS/pmf

Enclosure

cc: City Clerk



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Transit Oriented Development Update

MEETING DATE: April 8, 2008

PREPARED BY: Community Development Department/ Public Works Department

RECOMMENDED ACTION: Receive update from staff regarding the Transit Oriented Development (TOD) Planning Grant.

BACKGROUND INFORMATION: In November of 2006, the City of Lodi received a community based transportation planning grant from the California Department of Transportation (Caltrans) in the amount of \$75,000 with an in-kind match of \$9,250 and a financial match of \$9,500 from street and Measure K funds for a TOD Plan. This money was awarded to the City of Lodi to perform a planning study to encourage Transit Oriented Development and to develop TOD development guidelines.

The goal of this project is to facilitate the development of Transit Oriented Development within the downtown core, specifically within proximity to the Lodi Multi-Modal Station. To assist in the preparation of the TOD plan, Council awarded a contract to Moore, Iacofano, and Goltsman (MIG) (an urban design firm). As part of that contract, MIG included a subcontract with EPS, an economic and financial analysis firm, to provide financial viability data for the templates developed.

Staff from the Community Development and Public Works Departments met to develop the Steering Committee and sought to include a comprehensive representation of the downtown business, residents, property owners, funding agencies and developers. A representative from the Lodi Improvement Committee was included as was a member of the Planning Commission (this person later resigned from the Commission and subsequently the position was not replaced). The Steering Committee met to review the objectives, conduct a walking tour and brainstorm ideas and review the final design templates. From this, six elements were developed to guide the development of the TOD guidelines. The six elements are:

- Identify governmental and economic constraints and possible solutions
- Propose guidelines that would encourage a complimentary design to the character of Downtown
- Create and study four (4) template sites to be used as sample property types most likely to be realized in the Downtown core
- Evaluate the four (4) template sites through an economical viability analysis
- Incorporate public comments and recommendations
- Orient the recommended guidelines to position potential applicants competitively for Prop 1C Infill Incentive Grants and Measure K Smart Growth funds

APPROVED: 
Blair King, City Manager

To date, staff has met with the consultant and Steering Committee on multiple occasions, conducted a well advertised Community Workshop (where Council was invited to attend) and provided updates to the Planning Commission on a regular basis. Currently staff is awaiting a draft Guidelines document which is intended to be presented to the Planning Commission in May and the City Council in June. The document will consist of recommendations and guidelines that the City Council **and/or** Planning Commission may alter at their discretion. The guidelines are not intended to be binding, rather a tool that can aid and guide in the development of Transit Oriented Development.

FISCAL IMPACT: The fiscal impact is limited to the \$9,250 in-kind contribution the City agreed to provide as part of the grant.

FUNDING AVAILABLE: Funding for the design guideline is provided by a transportation planning grant from the California Department of Transportation in the amount of \$75,000 with an in-kind contribution of \$9,250 and a fiscal contribution of \$9,500 from street funds and San Joaquin County Measure **K** Funds.


Peter Pirneiad
Planning Manager
F. Wally Sandelin
Public Works Director

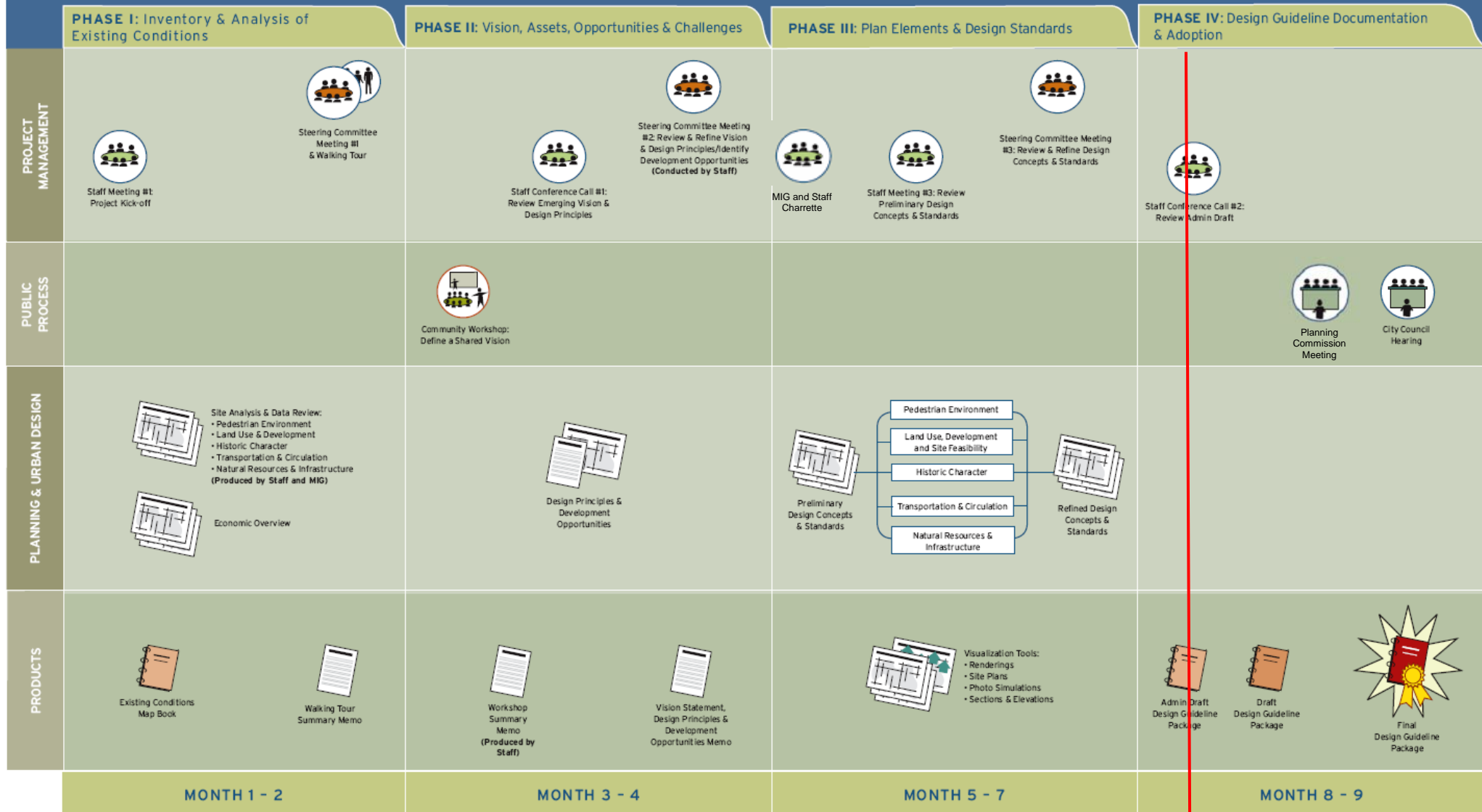
rc/pp/tf

Attachment: Revised TOD schedule

Transit-Oriented Development Design Guideline for Downtown Lodi, California

M I G

AUGUST 2007



-----09/10/07-----10/10/07-----11/13/07-----11/13/07-----12/13/07-----12/17/07-----02/26/08-----03/13/08-----04/08-----05/08-----06/08-----

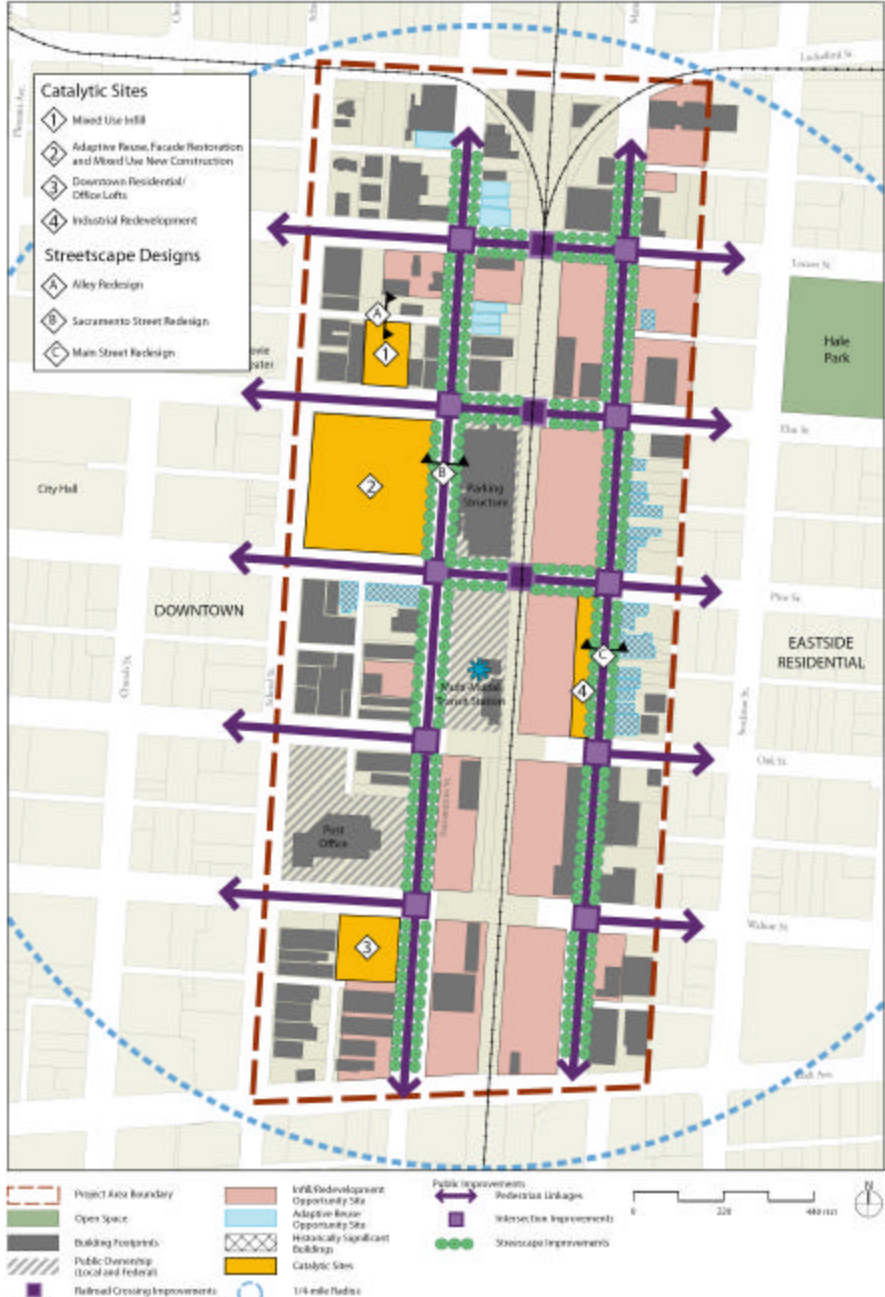


City of Lodi
Community Development, Planning Division
Public Works Department, Transportation Division

TOD Design Guideline Update
April 8, 2008 City Council Shirtsleeve

- Identify Governmental and Economic Constraints & Possible Solutions
- Compliment the character of Downtown
- Create & study four (4) template sites
- Provide economic analysis for the sites
- Incorporate public comments and recommendations
- Orient guidelines to leverage Prop. 1C Infill Incentive & Measure K Smart Growth funds

Project Area



Preliminary Strategy Diagram

Downtown Lodi Transit-Oriented Development Design Guidelines

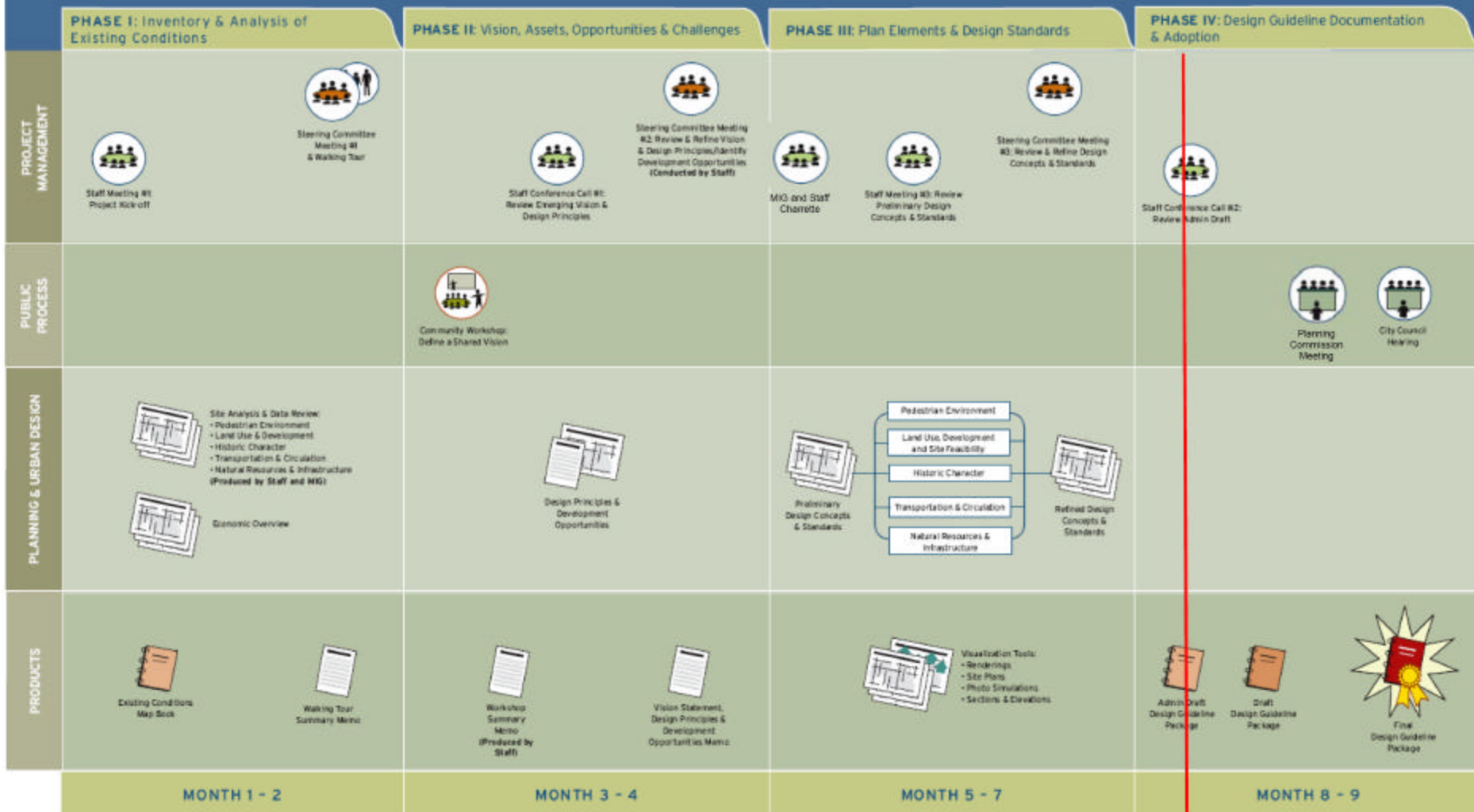
February 2008

Project Timeline

Transit-Oriented Development Design Guideline for Downtown Lodi, California



AUGUST 2007



-----09/10/07-----10/10/07-----11/13/07-----11/13/07-----12/13/07---12/17/07---02/26/08-----03/13/08-----04/08-----05/08-----06/08-----

Progress Timeline



Steering Committee Members

Doug Kuehne – Planning Commissioner

Jamie Watts / Staci Bennett – Downtown Lodi Business Partnership

Chuck Easterling – Downtown Business/Property Owner

Brian Schmidt – San Joaquin Regional Rail Commission

Mike Swearingen – San Joaquin Council of Governments

Tracy Williams – LOEL Center

Dale Gillespie – Developer/Chamber of Commerce

Jon Ibarra – Disabled Citizen Representative

Roger Khan – Realtor/Pakistani Representative

Phil Pennino – Former City Council Member

William Maxwell – Property Owner in Study Area

Staff

Peter Pirnejad – Community Development

Rick Caguiat – Community Development

Wally Sandelin – Public Works

Tiffani Fink – Public Works

Rebecca Areida – Public Works

Community Workshop Outreach Plan

<ul style="list-style-type: none">• City of Lodi Website
<ul style="list-style-type: none">• Mailed flyers to property owners within 300 feet radius of project area
<ul style="list-style-type: none">• Distribute/mail flyers to all Downtown businesses
<ul style="list-style-type: none">• Place flyers on all Buses
<ul style="list-style-type: none">• Press Release/Public Service Announcement to:<ul style="list-style-type: none">• Lodi News-Sentinel• El Sol• Local access cable channel• 107.3 La Ponderosa• 99.3 KJOY
<ul style="list-style-type: none">• Included in Lodi Chamber of Commerce calendar
<ul style="list-style-type: none">• Downtown Lodi Business Association
<ul style="list-style-type: none">• Hispanic community (Concilio, Hispanic Chamber of Commerce) Arnet Sanchez, Council for the Spanish Speaking
<ul style="list-style-type: none">• Pakistani and Islamic community
<ul style="list-style-type: none">• Lodi Conference and Visitors Bureau
<ul style="list-style-type: none">• Announcement in Charter School newsletter
<ul style="list-style-type: none">• Lodi Boys and Girls Club
<ul style="list-style-type: none">• Announcement in local church bulletins
<ul style="list-style-type: none">• Memo to City Council and Announcement to Planning Commission
<ul style="list-style-type: none">• Posted in the News Sentinel

Community Workshop



PAGE LEFT BLANK

Site 1

① Fine-Grain, Mixed-Use Infill



Development Program	
Residential Units	30
Commercial Square Footage	6456
Rooftop Open Space Square Footage	4400
Ground Level Open Space Square Footage	2800
DENSITY	68 du/ac
Parking	
Structured Spaces	36
Residual Land Value	
	\$-608,097



Development Program	
Residential Units	30
Commercial Square Footage	6456
Rooftop Open Space Square Footage	6524
Ground Level Open Space Square Footage	1600
DENSITY	64 du/ac
Parking	
Structured Spaces	6
Surface Spaces	27
Residual Land Value	
	\$-55,064

Project Description

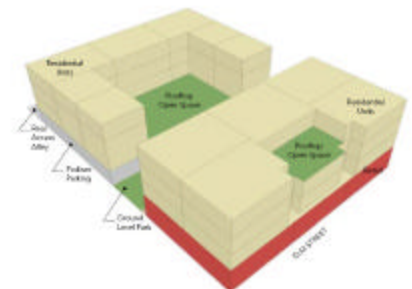
- Mixed use infill development in the heart of Downtown Lodi
- Fine-grained approach to site design integrates new mixed use development with surrounding small-scale retail
- Increase housing close to Downtown and transit
- Development fronts Elm Street and is accessed from the rear alley

Development Program	
Residential Units	30
Commercial Square Footage	6456
Rooftop Open Space Square Footage	850
Ground Level Open Space Square Footage	1600
DENSITY	55 du/ac
Parking	
Surface Spaces	27
Residual Land Value	
	\$69,957

OPTION A: SITE PLAN



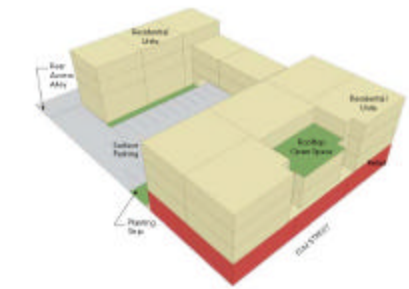
OPTION A: AXON VIEW



OPTION B: SITE PLAN



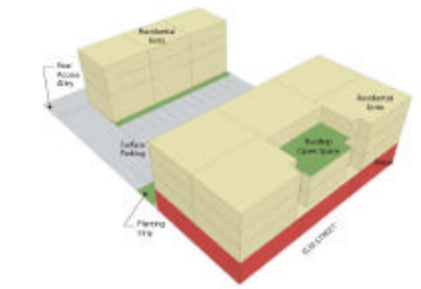
OPTION B: AXON VIEW



OPTION C: SITE PLAN



OPTION C: AXON VIEW



2 New Construction, Facade Rehabilitation, and Adaptive Reuse

Project Description

- Context-sensitive design to maintain integrity of Downtown block
- Combination of adaptive reuse of Joe Hassan's Warehouse, new construction with residential units over retail, and rehabilitation of historic facades along Sacramento Street
- Interior block public open space connected to adjacent streets and destinations between buildings with pedestrian mews
- Potential for local-serving, non-chain grocery store in ground floor of new construction

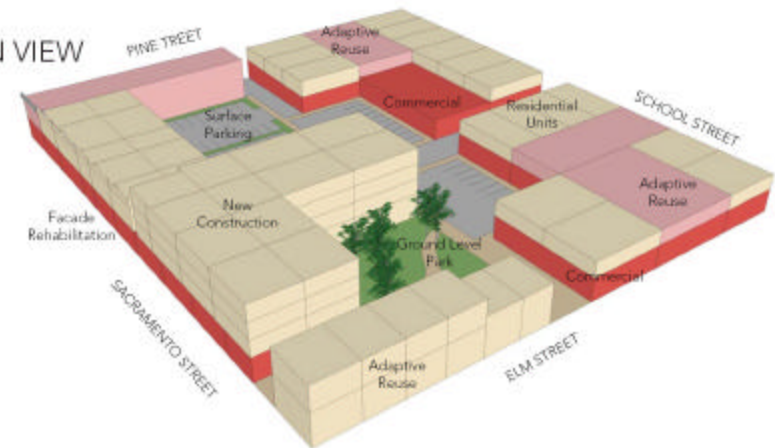


View of Proposed Development on Sacramento Street.

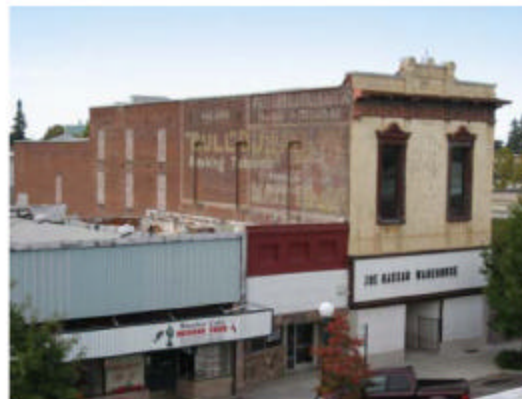
Development Program for New Construction	
Residential Units	51
Commercial Square Footage	16200
Ground Level Open Space Square Footage	7200
DENSITY	41 du/ac
Parking	
Surface Spaces	58*
Residual Land Value	
	\$6,867

* 48 on-site spaces as a part of Phase 1, 10 additional spaces from Phase 2 near parking lot

AXON VIEW



SITE PLAN



Adaptive Reuse of Joe Hassan Warehouse



Facade Rehabilitation on Sacramento Street

Site 3

3 Mixed Use Infill

Project Description

- Flexible office live/work lofts add housing and active commercial activity on Sacramento Street
- Continues groundfloor retail on Walnut
- Innovative development prototype
- Green building design features solar panels
- Continues Downtown alley network



View of Proposed Development on Sacramento Street

Development Program	
Residential Units	26
Commercial Square Footage	37,000
DENSITY	54 du/ac
Parking	
Surface Spaces	14
Structured Spaces	9
Street Spaces	16
Residual Land Value	
	\$-53,387

Development Program	
Residential Units	26
Commercial Square Footage	37,000
DENSITY	54 du/ac
Parking	
Surface Spaces	26
Structured Spaces	0
Street Spaces	16
Residual Land Value	
	\$99,075

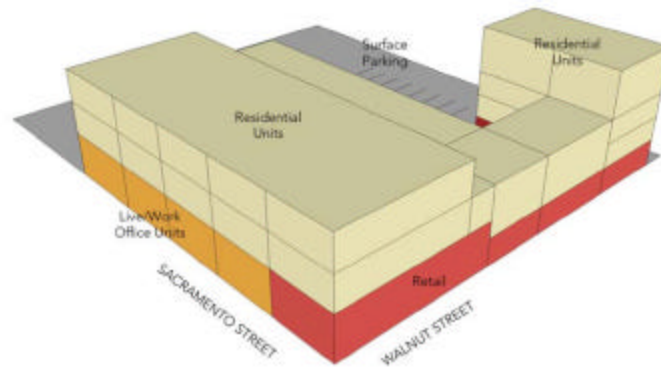
OPTION A: SITE PLAN



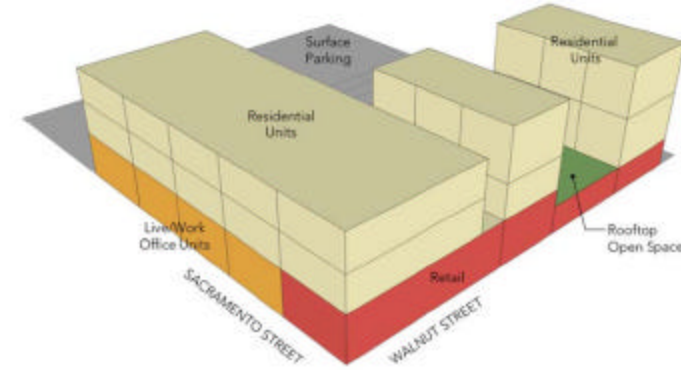
OPTION B: SITE PLAN



OPTION A: AXON VIEW



OPTION B: AXON VIEW

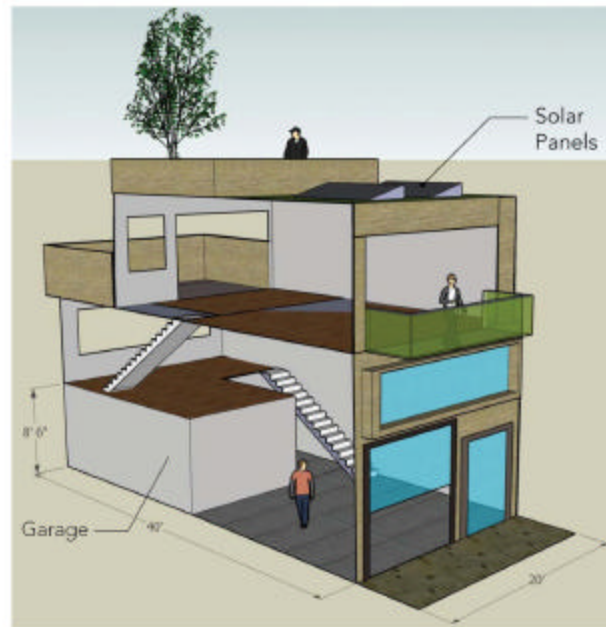


4 Green Live/Work Lofts

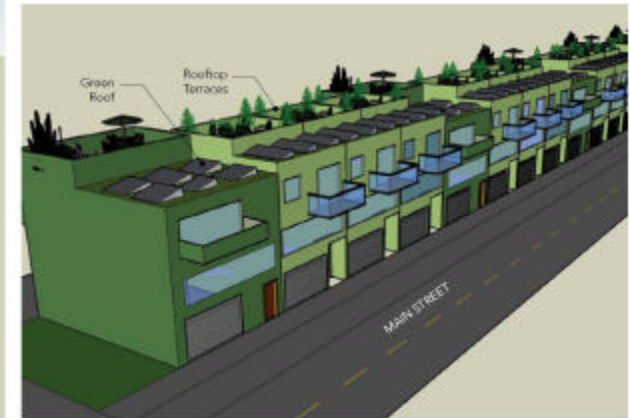
Project Description

- Opportunity for new, high-quality housing on Main Street
- Contextual design responds to existing industrial character
- Non-mandatory commercial activity

Development Program for New Construction	
Live/Work Units	16
DENSITY	36 du/ac
Parking	
Garage	21
On Street	18
Residual Land Value	
	\$410,006



AXON VIEW A



Front of Development (view from Main Street)

SITE PLAN



Existing Main Street



Existing Industrial Use on Main Street



Live Work Lofts in Berkeley

AXON VIEW B



Back of Development (view from alley)



BUILDING INDUSTRY ASSOCIATION OF THE DELTA

OFFICERS

Dudley McGee
Kimball Hill Homes
Mahesh Ranchhod
American-USA Homes
Jeremy White
The Grupe Company
John Looper
Top Grade Construction

BOARD OF DIRECTORS

Debbie Armstrong
Old Republic Title Company
Matt Arnaiz
H.D. Arnaiz Corporation
Rod Attebery
Neumiller & Beardslee
Rey Chavez
Kelly-Moore Paint Company
Ryan Gerding
Pulte Homes
Cathy Ghan
Oak Valley Community Bank
George Gibson
FCB Homes
Steve Herum
Herum Crabtree Brown
Wayne LeBaron
LeBaron Ranches
Terry Miles
Teichert Construction
Carol Ornelas
Visionary Home Builders, Inc.
Jim Panagopoulos
A.G. Spanos Companies
Denise Tschirky
Matthews Homes

LIFETIME DIRECTORS

Dennis Bennett
Bennett Development
Bill Filios
AKF Development, LLC
Mike Hakeem
Hakeem, Ellis & Marengo
Jeffrey Kirst
Tokay Development
Steve Moore
Calandev Development
Zandra Morris
Old Republic Title Company
Toni Raymus
Raymus Homes, Inc.
Tony Souza
Souza Realty & Development

April 7, 2008

Mayor Mounce
City of Lodi
221 W. Pine St.
Lodi, CA 95240

Re: Transit Oriented Development

Mayor Mounce,

On the April 8, 2008 Shirtsleeve Session of the Lodi City Council item B-2 relates to an update on Transit Oriented Development (TOD), more specifically a \$75,000 planning grant to encourage TOD and development guidelines for its production.

Throughout the process of creating the guidelines for this type of development we ask that you include those who would be building these developments. It would serve no purpose for these guidelines to be created by City staff if they did not meet the needs of the developers who would build the TOD.

We ask that you direct staff to incorporate recommendations from local infill developers within the guidelines. If the intent of this grant is to encourage TOD then you must craft the guidelines in a way that infill developers would be encouraged to do business in Lodi.

We look forward to working with the City to create such guidelines.

Thank you,

John Beckman
Chief Executive Officer

509 WEST WEBER AVENUE, SUITE 410
STOCKTON, CALIFORNIA 95203-3167
(209) 235-7831 PH
(209) 235-7837 FX